

NEW YORK HERALD

BROADWAY AND ANN STREET. JAMES GORDON BENNETT, PROPRIETOR.

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ADVERTISEMENTS TO-MORROW EVENING.

- THE TAMMANY, Fourteenth street,--Lions--FOR: ON THE BROADWAY.
BOOTH'S THEATRE, 21st, between 5th and 6th AVE.--Lions.
FIFTH AVENUE THEATRE, Fifth avenue and Twenty-Fourth street--THE LION.

TRIPLE SHEET.

New York, Sunday, October 10, 1869.

THE NEWS.

Europe. Cable telegrams are dated October 9. By special telegram through the French cable we learn that General Freny reached St. Petersburg as Ambassador of France to Russia, and conveyed to the Czar a message from Napoleon, desiring on account of the condition of his health and the state of French politics, an imperial invitation requesting him to visit the Russian capital during the national exhibition next year.
Spain remains convulsed by the civil war. Madrid was tranquil, but the leading citizens were arming against a dreaded attack of the republicans. A railroad train was thrown off the track by the insurgents and some soldiers killed. The London Times contrasts the present condition of France with that which existed under the first empire, inferring in favor of the present. Father Hyacinthe set out for the United States. The report of the death of Baron Hausmann is contradicted. A very serious riot occurred among the French miners. The military were called out and shot ten of the workmen.
By steamship at this port we have very interesting mail details of our cable telegrams to the 25th of September.
Cuba. Another detachment of troops left Havana yesterday for the front. Yesterday was the first anniversary of the revolution, and La Fox de Cuba very pertinently publishes on the occasion the English proclamation according belligerent rights to the Confederates.
Miscellaneous. A great storm prevailed in Maine on the evening of Monday last, and in the town of Eastport alone property was destroyed to the amount of \$500,000, in shipping, fisheries, wharves, &c. Numerous vessels were wrecked along the coast, and in two instances with loss of life. An unknown bark was lost at New River, with seventeen persons on board, and the schooner Rio at St. Andrews, with all on board; how many are not known. The towns of Lubec, Pembroke and Perry were heavily damaged. A great freshet also occurred in Swift River, a tributary of the Androscoggin, by which a mill dam was swept away, the riparian farms were overflowed, the houses destroyed and the owners impoverished. Secretary Boutwell delivered his speech in aid of the republicans at Philadelphia yesterday. Ex-Senator Doudette is in Washington in the interest of the agents of St. Thomas, who want to sell that island to this country. He had an interview yesterday with General Grant, who was more favorably impressed with St. Domingo than St. Thomas as a new acquisition. General Bachean, of the mission to England, arrived in Washington yesterday and had an interview with the President and Secretary of State. He is believed to have brought important despatches from Minister Hoist. The will of General Rawlins has been admitted to probate in the Orphans' Court at Washington. President Grant and Secretary Robeson qualified as executors. The deceased Secretary leaves a home and lot in Washington and his lands in Cheyenne and Golden City, Wyoming Territory, to his wife and children, and his homestead in Galford, Ill., to his father and mother. Indian hostilities have again broken out in Idaho, and, at the request of the agents there, the Secretary of the Interior has asked that additional troops be sent to them. The free distribution of whiskey among the Indians by white traders, and subsequent cheating at trade, originally caused all the trouble. Similar troubles are reported in Dakota. The steamship Lillian is said to have sailed from Cedar Key without being molested with her freight and passengers for the revolutionists. The privateer at Wilmington dashed removing her coal yesterday. There was only enough to run her about eight hours. A party of burglars broke open a safe in the office of the Dutchess County Mutual Insurance Company and stole \$65,000 in bonds and securities on Friday night. One of the supposed burglars was arrested yesterday evening at the Hudson River depot in this city, but three others who were with him escaped. He was taken to the station house, but almost immediately a writ of habeas corpus was served on the sergeant to produce the prisoner to-morrow before Judge McCann. A family of Swedes named Conison were discovered in a house in Jersey City yesterday slowly dying of starvation. A little girl of three was already dead and another girl was so emaciated by hunger that her recovery is considered hopeless. The father and mother of the family are both disabled by sickness. They were relieved by the Alms Commissioners. A riot in Prescott, Arizona, on the 26th of last month, resulted in the killing of three soldiers. Jeff Davis has arrived in Baltimore. Admiral Farragut is dangerously ill at Chicago. Chinese testimony against whites has been declared admissible under the fourteenth amendment by a San Francisco Judge. A fire involving \$40,000 loss occurred in Sacramento on Thursday night. Prince Arthur arrived in Montreal on Friday from Kingston, receiving an enthusiastic welcome all along the route. He will visit the United States in May. A fire in Rochester last evening partially destroyed the laboratory and workshop of Professor Henry Ward, with his mineralogical, zoological and other valuable scientific collections. The loss is estimated at \$50,000. The City. The negro man Fry, who shot and killed Peter Rooney recently in self-defense, was acquitted by the coroner's jury, has left the city in order to get out of danger from Rooney's friends; and Thomas

Lynch, a white man who gave evidence at the inquest in Fry's favor, complains that threats of murdering him have been made. It was fully reported that he gave the pistol to Fry. The Jockey Club opened the fall meeting at Jerome Park yesterday with four prize races. Henry Booth, General Duke, Glenelg and Remorseless were the winners. The stock market yesterday was dull and steady until after the noon, when it declined. Gold was quiet, and closed finally at 113 1/2. The aggregate amount of business transacted in commercial circles yesterday was diminutive, though some of the markets exhibited a fair degree of activity. Coffee was quiet but steady. Cotton was tolerably active, but at 3c. lower prices, closing at 27c. for middling upland. On Change four was dull and heavy. Wheat was in limited demand and 2c. a 3c. lower, while corn and oats were dull and lower. Pork was slow of sale and heavy, with other kinds of provisions quiet, but quite steady in value. Naval stores remained quiet; but firm. Petroleum--Crude was firm at 17c., white refined closed strong at about 32 1/2c. Freight was quiet and generally heavy, while whiskey was moderately dealt in at firm prices.
Prominent Arrivals in the City. Major J. C. Gregory, of Scotland; Major J. H. Hamberger, of Chicago, and Colonel J. F. Pusebury, of Saratoga, are at the St. Charles Hotel. General Robert Avery, of Washington, and Captain D. P. McCorkle, of Richmond, Va., are at the St. Julien Hotel. Judge B. Lander and J. D. Hoover, of Washington, are at the New York Hotel. Dr. Stewart Moore, of Philadelphia, and Thomas J. Gaddes, of Baltimore, are at the St. Denis Hotel. Park Godwin and family, of New York, are at the Westmoreland Hotel. Captain J. O. Post, of the United States Army, and G. M. Gilman, of San Francisco, are at the Everett House. Captain Perceval, of Montreal, and J. Borkett, of London, are at the Clarendon Hotel. J. W. Turner, of the United States Army; Dr. Kirwin, of Quebec; Ben Field, of Albany; Colonel C. S. Bushnell, of New Haven, and Judge E. B. Martin, of Indianapolis, are at the Fifth Avenue Hotel. J. B. Campbell, of Charleston, and J. B. Wilmer, of New Orleans, are at the Hoffman House. Dr. Erasmus Corning, of Albany, and E. Cornell, of Ithaca, are at the Fifth Avenue Hotel. Alex. McKenzie, of Stamford, and J. Denham, of India, are at the Grand Hotel. General Fitz-Henry Warren, of the United States Army; Senator A. H. Crozier, of New Hampshire; G. W. B. Buck, of Chemung, are at the Astor House.
Prominent Departures. General Burnside, for Providence; Surgeon General Barnes, for Philadelphia; General Birge, for Georgia; S. D. Caldwell, for Buffalo; Major Alexander Shaw, for Baltimore; Colonel W. F. Shafer, for Washington; Colonel McCoom, for Delaware; S. P. McMillan, for Philadelphia; R. H. Pray, for Albany; and E. D. Phillips, for Chicago; General Hiram Wallbridge, for Illinois; General B. F. Butler, for Washington.
The Suez Canal--Revolution in the Currents of Trade. The Suez Canal, look at it from what point we may, is one of the great events of the age. It has been in some quarters too much belittled and in other quarters too much decried; but, spite of praise or blame, the great fact remains that a new thing has been done--a thing which men, and great men, too, have been thinking of and deeming not impossible for more than a thousand years, but which has not by any man or combination of men been reduced or promoted to the region of fact. That the Suez Canal is, in November or December or January, or at any early date, to fulfill all its high promise no one can yet say is certain; but as little can any one deny that such a canal is now possible. Our latest news seems to imply that the cloud which has for some time been gathering on the Eastern horizon is breaking up, and that, after all, the opening of the Suez Canal is likely to take place under the fairest and happiest auspices. Our latest telegrams have it that the Sultan, encouraged first of all by the presence of the Viceroy in Constantinople, may consent to appear on the soil of Egypt, and that he may actually preside over a grander scene than Sultan Saladin ever dreamed of. If the Viceroy goes to Constantinople the Sultan will go to Egypt. We give this question a first place, for it is undeniable that if the difficulty between the Sultan and the Viceroy had not been amicably got over the Sultan could not have gone to Egypt, and the absence of the Sultan would have made it impossible for the crowned heads of Europe or their representatives to be present at the formal opening of the canal. Etiquette still means something in high places in Europe. It is agreeable, however, to learn that the Viceroy means to visit Constantinople; that the Sultan is disposed to return the visit and take his proper place in the grand ceremonial; that Francis Joseph means to encourage the Sultan by his presence, and that the Empress Eugenie fully intends to be Queen on the grand occasion. All this is well. It is wise and encouraging. If the Emperor Francis Joseph goes to the opening of the canal; if the Empress Eugenie goes and takes her place, we may safely take it for granted that the crowned heads of Europe and the best blood of both Europe and America will be well represented. Napoleon cannot go; but the Empress will well supply his place. King William, of Prussia, cannot go; but the Crown Prince will be a satisfactory substitute. In a few days, if our latest news proves to be correct, not a single government of Europe but will seek its place in this great tournament on the soil of Egypt--a tournament which shall be held less in the name of religion than of civilization, and the names connected with which will have a more enduring celebrity than those of Saladin, of Richard the Lion-Hearted, of Philip Augustus, of Berengaris, or of Edith Plantagenet. The latest of the Crusades promises to be the best. Apart altogether from the opening of the canal and the world-wide interest which will be taken in the same, the Suez Canal, now a prospective fact, commands the attention of all nations and of all thinking men, on the ground that it is to inaugurate a complete revolution of the currents of trade. Since Vasco de Gama rounded the Cape of Good Hope in 1497, and particularly since the Dutch in 1609 established a colony there, the trade which was wont to seek the East by way of the Mediterranean, through Egypt and by way of Basbece and Palmyra, has changed its course, and the once flourishing cities of the Mediterranean coasts have sunk into decay. Venice, Genoa and the other cities which are so much identified with the glory of Italy in medieval times have one and all languished and decayed. Alexandria, too, once the haughty rival of Rome in literature, in politics, in religion, for some centuries unknown and uncared for, has but recently

recovered some of her ancient importance. In a sentence, the Cape trade ruined the Mediterranean trade. Some few years ago the overland route to India at once revived Egypt and the trade of the Mediterranean. The overland route, however, still left a difficulty--India and the far East could not be reached by the Cape in ships directly. India and the far East could only be reached via Egypt, by the cumbersome process of unshipping, of using a railroad, and of shipping again. We but state the truth when we say that, except for very special purposes, the route to the East via the Cape of Good Hope remained, in spite of the Egyptian railroad, the great highway of commerce. A canal through Egypt, connecting the waters of the Mediterranean with the waters of the Red Sea, and wide and deep enough to admit ships of largest tonnage, continued to be the great want and requirement of trade. M. Lesseps had the hardihood to attempt to meet this requirement, and he now has the satisfaction that his work is about to be crowned with success. So soon as the Suez Canal is fairly opened to trade, and so soon as it is found equal to the high requirements of modern commerce, the route to India and the far East is lessened by thousands of miles; and while the Cape of Good Hope is left to sink into its original barbarism the cities of the Mediterranean coast will recover more than their ancient importance, and will reveal more than their former splendor. Venice, Trieste, Genoa, Marseilles will all become first class ports; and new cities created by railroad and telegraph will spring up in Greece, in France, in Spain, in Portugal, not to speak of the chances of the north of Africa, which may very seriously imperil the old monopoly of Great Britain. It is a fact that the Suez Canal will remove Great Britain and the United States of America from the far East, and that it will give France, Italy, Austria and Spain a great advantage. What is the lesson to us? We have our Pacific Railroad. In this respect we are far ahead of Europe. This, however, only gives us a certain qualified advantage in reference to the trade of Japan and China. So far as ships are concerned it leaves us as we were. We shall be compelled to use the Suez Canal. In this particular we share a difficulty with Great Britain. Is it too much to ask that the two great commercial nations of modern times--nations sprung of a common stock, having common interests and speaking a common language--should unite for a common purpose and cut a grand canal across the isthmus of Darien? Such a canal would be a boon to both nations and a benefit to mankind. Up Toward Travel. The delegation of the leading residents of the Twelfth and Nineteenth wards, who have taken up the question of "up town travel," and who had an interview with Mayor Hall on Thursday last, seem determined to take the bull by the horns in the most approved manner. After stating the grievance under which they suffer--a most insufficient means of rapid local transit between their homes and their places of business in the city--and after recounting the delays, inconveniences and dangers themselves, families and neighbors are subject to, by the only means of travel between Yorkville and the lower or business part of the city, in travelling by the line of cars open to them--the Third Avenue line--they come to the political aspect of the case, which apparently presents to them a means of redress. They say "the time has now arrived when something must be done," and they pledge themselves (the signers of a petition to his Honor the Mayor) "not to vote for any mayor, alderman, assistant alderman, senator or assemblyman who will not aid us in obtaining the relief we ask." The resolution is racy and to the point, and Tammany will have to do the right thing in the matter with its contractor and franchise holders or certainly meet the just indignation of the citizens of the district--one of the most populous in the city. The grievance, too, of which they complain is most patent, and cries loudly for redress, not only on their part, who are so greatly aggrieved, but on that of all casual travellers on the line. The Yorkville district is more isolated from the business parts of the city than Newark, Paterson, or even distant Elizabeth, in the State of New Jersey. One of the suggestions made by the petitioners is the extension of the stage lines by the Madison Avenue route, the franchise of which has been held by a stage company for years, but no stages run on it beyond a certain point. The petitioners recommend, also, the introduction of dummy engines and such other feasible modes of facilitating the conveyance of the residents of the district to and from their places of business in the city as the exigency of their case calls for and their strong claims as taxpayers to the tune of thirty millions a year demand. Mayor Hall informed the delegation that he would present their petition to the Common Council--a piece of very cold comfort to the Yorkvillites, as it is from the neglect of that very body in the premises that all their causes of complaint arise. The remedy, however, is in their own hands. Let the residents of the district carry out their threat of not voting for any future mayor, alderman or assistant alderman or other office-holder who will not pledge himself to carry out in good faith the object of the petitioners--the establishment of not only a "more sufficient means of rapid local transit" between the outlying district of Yorkville and the centre of trade and business in the city, but a perfect and complete communication equal to all needs and all demands. This is what the residents of the district require, and the best, if not the only, way of securing it is to carry out their threat of not voting for any office-holder hailing from their district that is not heart and soul and by self-interest--which is still better--pledged to securing for them the much needed boon of sufficient railroad communication with the city.
SOME ENOUGH.--The French and English societies for the abolition of slavery have been reminding the Regent of Spain, Serrano, that "slavery only exists in the civilized world as a Spanish institution," and that it would be a good thing to abolish it in Cuba. It will be seen from this that those French and English societies are beginning to understand the Cuban question, and we hope they will keep up the fire.

The President's Thanksgiving Proclamation. President Grant's proclamation, recommending Thursday, the 18th of November next, as a day of general thanksgiving, sums up the reasons for this acknowledgment of the blessings of Divine Providence with Napoleonic brevity and force. He says the year which is drawing to a close has been free from pestilence; that health has prevailed throughout the land; that abundant crops reward the labors of the husbandman; that commerce and manufactures have successfully prosecuted their peaceful paths; that the mines and forests have yielded liberally, and that the nation has increased in wealth and strength. Upon each one of these specifications a valuable book might be compiled from the comparative statistics of the general health, prosperity, wealth and strength of the nation. In all these essentials to the happiness and progress of a great people we stand to-day without a parallel in the history of any nation of ancient or modern times. But, again, the President reminds us that peace has prevailed, and that its blessings have advanced the interests of the people in every part of the Union; that harmony and fraternal intercourse are obliterating the marks of the past conflict and estrangement; that burdens have been lightened and means increased, and that civil and religious liberty is secured to every inhabitant of the land, whose soil is trod by none but freemen. These specifications touch upon the conduct of the general government, and upon each of them we have enlarged from time to time in defining the good results developing from the quiet and unpretending administration of General Grant. We see that, without resorting to coercive measures, he is bringing order and prosperity out of chaos and poverty in the South, and is bringing the late rebellious States into a happy accord as restored or returning members of the Union. At the same time he gains to the national treasury in the reduction of its expenditures and the increase of its receipts as much better for the first seven months of President Grant than his most sanguine admirers anticipated. On the Cuban question we are still somewhat involved in doubts and conjectures, but we still entertain the opinion that the fog in good time will be cleared away in a decisive and satisfactory settlement. The political branch of General Grant's thanksgiving proclamation, therefore, is but a modest presentation of the advantages which his administration so far has conferred upon the country; and we know from his late *coup d'etat* in Wall street that he is wide awake in behalf of the general interests of the people. Our democratic politicians will doubtless discover a design in this proclamation to influence the State elections in Pennsylvania, Ohio, Indiana, Iowa and Nebraska on Tuesday next; but even in this light the brief exhibit of Grant's administration presented is the only thing upon which the republican party can rely for success, and even this may come too late to save them from the bad effects of general apathy and local splits and dissensions, including the spoils and plunder and whiskey and lager beer.
Bad News for Pulpit Orators Generally--Father Hyacinthe at Sea for America. Father Hyacinthe, the ex-chaplain of Notre Dame, Paris, embarked yesterday for the United States at one of the European ports. The Atlantic cable informs us to this effect, at all events, so that, if there is no mistake in the matter, we shall have the Pere among us about this day week. This, his latest step in the path of progress, proves in the most unmistakable manner that Father Hyacinthe is, in more ways than one, the coming man of the age. Instead of going to Rome and having his magnificent voice drowned in the uncivilized, musty Vatican, and frittering away his intellect in attempting to master the subtleties of the Syllabus, the Pere hies off to submit his case to the free and candid mind of America, and state his position to the unshackled conscience of the nation by means of the pens of the HERALD stenographers, instead of entrusting it to the forty or fifty reporters selected from the ranks of the ecclesiastical classes of the College of the Propaganda by Antonelli. Father Hyacinthe's arrival in New York will constitute a very remarkable event, a peculiar era in the history of the Church in this country. It is said he will remain here for a few months only. We venture to say that he will be immediately baptized to positive regeneration by national acclaim, and then elected as the head of our broad Church, for which so many of our most eloquent divines have been casting about for such a lengthy period. In the meantime our present pulpit orators, as well as all great sinners, must look well to their chaplets and church standing. The Pere Hyacinthe drowns tears from the gentle eyes of the devoted dress of France frequently by his eloquence. He is likely, therefore, to prove a very Moses when knocking at the hearts of some of the church members in New York and its surroundings for an outflow of the water of grace. He will "fetch it," without doubt, if it is to be had.
The Suez Canal Charges--Progress with Economy. Yesterday morning our city contemporaries made a vigorous, for them, effort in the matter of news enterprise by publishing in their columns a copy of the schedule of the rules and regulations for the navigation of the Suez Canal, issued by M. Ferdinand de Lesseps in Paris on the 17th of August, and in which he set forth the rates of charges which are to be levied on vessels using the new transit route between Europe and Asia. It is quite evident that it will require the ultimate completion of many such works as the Suez Canal, with a vast extension of the present network of land telegraphs and submarine cables, to keep these papers at all in the line of the present march of journalistic advance; for we may mention that M. de Lesseps' paper reached us by mail from Europe last month and was published in the HERALD *in extenso* on the 18th of September. Others of the city newspapers rake it up now and present it to the public as a fresh and entirely new document. As the great work of the Suez Canal will soon be opened for the purposes of trade and travel, we submit to our readers, in another place to-day, in a plain and intelligible form for American use, the substance of the eleventh clause of the Lesseps tariff of navigation, exhibiting the actual gold cost which will be

incurred in taking vessels through the canal from Port Said to Suez, or vice versa. At the first moment of reading the tables the impression may obtain that the charges are rather high and that the use of the canal will be costly. It must be taken into account, however, that the work of opening the route has been attended with an enormous outlay of money, not to speak in the least of the huge preliminary and contingent expenditures which accompanied its prefatory arrangement and the progress of making it, nor to refer to the many and vast advantages which will accrue to the commerce of the world and the spread of civilization by its use. M. de Lesseps has proved himself expable and persevering both in his project and exertion, and we are pretty certain that he has been careful, equitable and just and economical in his calculations as to the canal navigation charges. As a general rule a vessel of one thousand tons burden will take sixty days to run round or "double" the Cape of Good Hope, at an actual cost of at least one hundred dollars in gold each day, not to mention the loss of time and consequent additional loss of money; so that it ensues that her owners will save, even at the rates of Suez Canal charges which we publish, nearly one thousand dollars in gold by using the new and short route. It is progress and economy combined.
Powell's Colorado Expedition--The American Abyssinia. Professor Powell, of Illinois, in his recent exploration of that hitherto mysterious river, the Colorado of the West, has rendered a great service to the cause of science, the government and the country. The Colorado river (known as Green river to its junction with Grand) rises in the main chain of the Rocky Mountains, on the west side, its sources interlocking with those of the Platte and the Missouri, which flow out on the eastern side. From its head to its outlet the Colorado passes in its sinuous course through ten degrees of latitude to the Gulf of California. A river rising in Southern New York and emptying into the Gulf of Mexico would be about the length of this wild and wonderful Western stream. Between the backbone of the Rocky Mountains and the Wasatch chain, which divides it from the Great Basin of Utah and Nevada, this river drains a great tableland like Abyssinia, several hundred miles in width, elevated from four to five thousand feet above the sea, and profusely ornamented with mountains from five thousand to ten thousand feet higher. Through the whole course of the river passed by Professor Powell, some nine hundred miles, its channel is a narrow cañon, or chasm, cut down into the tableland some two or three thousand feet, the chasm, with precipitous walls on both sides, deepening in the descent of the torrent to its outlet in the lower plains of Arizona, where it becomes navigable to the Gulf for small steamers. All the tributaries of this strange river, and their branches on both sides, have cut for themselves, in the abrasions of thousands of years, similar chasms to that of the main stream, so that the whole country thus drained is cut up into a labyrinth of abysses, impassable, except in occasional slopes or depressions, to the traveller or the trapper. From our special correspondence of the famous Napier expedition, the lofty plateau of Abyssinia, with its system of deep gorges and torrents, is the counterpart in Africa of this most wonderful region of the American Continent. While the tablelands of Abyssinia, however, are comparatively fruitful, this Colorado country is represented as utterly sterile and worthless, excepting a few patches here and there on the borders of the streams. Nor does it appear that in the deep excavations of the Colorado Professor Powell has discovered any valuable mineral deposits. He reports no strata of iron ore, coal, lead, copper, gold or silver--nothing but successive layers of limestones and sandstones of different colors, with granite towards the outlet of the grand cañon. There is a fine picture of this Colorado cañon on view in the American Institute Fair, by Carvalho, an artist attached to Fremont's exploring expedition of 1845. The different colored strata of the sandstones in this picture will afford some idea of the astonishing scenery of these Colorado gorges. Fremont, however, did not waste his time in exploring this river. His mission was the exploration of the then equally mysterious and unknown regions westward to the Pacific. So with the subsequent government expeditions sent out to find a way for a Pacific Railroad. They rather avoided than sought the impracticable route across the deep cañons of the Colorado river region. The inhabited and mining districts of the Territory of Colorado lie far eastward of the river, among the ridges, parks and valleys of the main chain of the Rocky Mountains, and on the eastern side a system of mountains, streams, lakes, valleys and parks, which constitute the Switzerland of America. The course of the Colorado river is through the Territories of Utah and Arizona to the point where it strikes the eastern boundary of Nevada. For manufacturing purposes hereafter the Colorado and its tributary torrents may be turned to a good account; but for years to come they will perhaps continue to be only the attractions of adventurous tourists and scientific explorers, like the grand cañon of the Niagara from the Falls down to its outlet from the Lake Erie terrace into the plain below.
VICE PRESIDENT COLFOX ON MORMON POLYGYAMY.--Vice President Colfax has been giving the Mormons at Great Salt Lake City a little wholesome advice on polygamy. But why all this talk and no action? In 1854, if we are not mistaken, in the very organization of the republican party, its mission was declared to be the extinction of "those twin relics of barbarism, slavery and polygamy." Slavery has been abolished at the point of the bayonet and by law; but Mormon polygamy still remains and is still enlarging its borders. No doubt it could be removed, and without bloodshed, by proper legislation or by treaty with Brigham Young; whereas, if our leaders in Congress continue to do nothing but talk upon the subject, there will some day be precipitated a bloody collision between the Gentiles and the Saints that will be a scandal to the government for generations to come. That *imperium in imperio* of the Latter Day Saints, as it is, cannot much longer exist without a collision with the Gentiles, who are crowding around them, and increasing in numbers every day.

State of Morals in Italy. In the recent special correspondence from Italy published in the HERALD forcible allusion is made to the existing moral state of that country. General immorality is prevalent throughout, without exception, and, unfortunately, the example is mostly set by the upper classes, and is too readily followed by the members of the lower classes. This state of things alludes alike to the doings of the government, both at home and abroad, and also to the social life of many of the most prominent officials. Much ado has frequently been made respecting the immorality of the former Spanish court, but in Italy it may now be rather considered *bon ton* to give full sway to the worst passions to which the human race is akin. But lately the desperate murder of a countess by a discarded admirer caused the exposure of some facts tending to prove these assertions. Since the year 1848 Italy has been passing through a phase of revolutionary periods that have operated on its political standard, its religion and society generally. Even as late as 1860 marked difference was paid publicly in the streets to all servants of the Church, and in many cases it extended to kissing their robes as they passed. The whirlwind of revolutionary ideas, however, greatly changed the position; religious holidays have been much reduced in number, priests are allowed to pass unnoticed--in fact, in many cases they are almost held up to ridicule. The workings of the "rings" in this country have become notorious, but this system is well understood in Italy in all branches of the administration. This, however, cannot be wondered at, when the low salaries paid to government officials are taken into consideration. The late tobacco case, involving as it did both deputies and officials, exposed some of these nefarious workings, and although the Camorra has virtually been dissolved in Naples, its influence has but too effectually spread throughout the country. The Piedmontese style King Victor Emanuel the "father of the people," but this is owing chiefly to his free and easy habits and the fact of his mixing personally with them and entirely divesting himself of his official rank. Gifted with one of the most glorious climates in the world, and fertile beyond the general degree, the present dilapidated state of the revenue in Italy is due solely to mismanagement. The epidemic that rages among those who should serve as examples of social and political morality finds but too many converts in other grades, and hence intrigue, robbery and murder revel in high carnival.
NAPOLEON AND CUBA.--The Spaniards in Cuba are gravely thinking of the dire consequences that would follow the death of Napoleon, in reference to the world generally and to Cuba especially. General Prim has had several interviews with Napoleon on the subject of Cuba, but his Imperial Majesty does not seem to care much about interfering. The manner in which he burned his fingers in Mexico has doubtless proved a salutary lesson, and such a game will not be tried again in a hurry.
THE STORM IN MAINE. Terrific Hurricane at Eastport--A Portion of the Town Blown Away--Marine Disaster on the Coast--Twenty-seven Vessels Ashore in Runney's Bay--The Loss of the Unknown--\$500,000 Damage to Property. EASTPORT, Me., Oct. 6. VIA BANGOR, Oct. 9, 1869. This town was visited by a fearful hurricane on Monday night. Vessels, wharves, stores and fish houses were smashed to atoms. Great quantities of fish and oil were destroyed. The steamer New York narrowly escaped loss with all on board. She was driven ashore and lost both anchors and her rudder. Many of the merchants here have lost all their property. The heaviest losers are J. & S. Griffin, \$10,000; E. W. French, \$9,000, and J. S. Pearce, J. & S. Griffin lost his stores and oil and store houses. Mr. Pearce lost his store and all the stock. E. W. French had vessels wrecked and stores and wharves washed away. Most of the fishing vessels are in pieces. Twenty-seven vessels are ashore in Runney's Bay. The schooners Romp and Percy were badly damaged. The schooner Rio was lost in St. Andrew's Bay, with all on board. A bark at New River was lost with all on board, seventeen in number. Grand Mean is swept, with all the weirs and smokehouses. The towns of Lubec, Pembroke and Perry lost heavily. Houses and barns were blown down. This tornado is worse for Eastport than the great fire. The vessels ashore are the Sarah, Conroy, Emerald, Ward, Boston, Barnes, Bob, Starlight, Belle, M. J. Laughton, Speedwell, Debonaire, Margie, Willie, Move and other. The Conroy, Speedwell, Commodore and some others are completely wrecked. The revenue cutter Mosswood was disabled at the beginning of the storm, and could render no assistance. All the smokehouses are down, and the smoked herring and oil are lost. The loss cannot be less than \$500,000. A large part of the town is a perfect wreck.
Great Freshet in Swift River--Large Dam Swept Away--Farms Ruined and Houses Demolished--Improvement of the Farmers Along the River. LEWISTON, Oct. 9, 1869. The Evening Journal has a report of a great freshet in Swift River, in Oxford county, showing a rise of thirty-six feet in twelve hours in that stream, which is a tributary of the Androscoggin. The improvements of the Lewiston Steam Mill Company, for lumbering operations, were destroyed and their large dam swept away. The dam was a fine structure, and covered several feet deep with sand; numerous houses and barns were demolished, as people barely escaped with their lives. The children were in their arms to the mountains. The farmers living on the river are impoverished and homeless.
SHOCKING CASE OF DESTITUTION. A Family of Swedes Starving in Jersey City--Death of One of the Children. Yesterday forenoon it was made known to Coroner Warren that a child, named Emma Carlson, aged three years, had died at No. 407 South Eighth street, under most painful circumstances. On visiting the home he found therein a family of five persons who came from Sweden a few months ago. The dead child was stretched on a little straw mat, close by her little sister lay weeping. The father was scarcely able to rise from his position on the floor, his face was haggard and he appeared to be in a dying condition. The mother and the other child were preparing as a meal a few slices of spoiled meat and pieces of bread. Not one of them could speak a word of English; they merely signified their condition by pointing to their mouths and groaning in a manner that was heartrending. No blame whatever attached to the unfortunate family. Notwithstanding the attention paid to them, yesterday the other girl is not expected to outlive her misery. Hunger had enfeebled her to such an extent that her recovery was considered hopeless. Her condition, while an interpreter is being sought who may determine whether she parties wish to go. It is to be hoped that the proper authorities will use every means to alleviate the sufferings of this pitiable family. JEFFERSON DAVIS IN BALTIMORE. BALTIMORE, Oct. 9, 1869. Jefferson Davis arrived here on the afternoon of the steamer Baltimore, from Southampton.